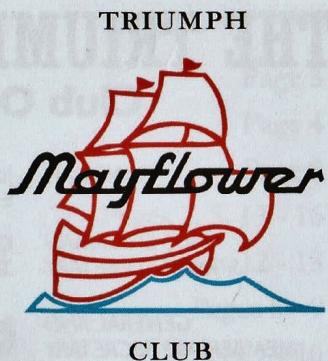


Triumph Mayflower Club



SUMMER ISSUE 2017 No. 158



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

FLOWER POWER

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Cover: Dave Gibbs' Mayflower in the foreground of Hanbury Hall the venue of the Triumph Mayflower National Rally on Sunday June 11

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

TRIUMPH



NEW CLUB LOGO

A new club logo (left) has been designed and will gradually replace the old one on all regalia items as well as club stationery.



Line up of the five Mayflowers at Hanbury Hall

Letters



Paul Burgess with his Mayflower at Catton Hall, 30th April 2017, coming third in class.



Paul Burgess, Chad Brown and Paul Norton at the British Motor Museum, Gaydon, 28th May 2017

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are September 1; and January 10 2018. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Welcome to new members

- 1230 John McVicker, Bury St Edmunds
- 1231 Stephen Brown, Poole, Dorset
- 1232 Ulrik Andresen, Howborg, Denmark
- 1233 Peter Hewitt, Hereford

Chairman's report

WELL WHEN YOU read this in the *Flower Power* the rally at Hanbury Hall will be over and I am hoping we will have had a good turnout.

I hope you have wintered well and your Mayflowers are running well, mine is at the moment and I hope it will keep doing so after last year.

We had the AGM at Walsall in March and have a few problems. The web page needs sorting out, we need a new a Spares Secretary and we need to find storage for the spares as Brian wants to give it up. Can ANYONE help?

Please support Chad at the Ripon Rally if you can. We have had a good turnout the last two years so let's keep it up for Peter's sake.

For those that do not know Peter (Benfield) ran the Ripon Rally for years and at the last one before he pasted away we won the best club stand in the show.

As well as being Chairman I am also the Regalia Secretary so if you what anything phone or e-mail me (address in magazine). I am ordering new stock — radiator badges/binders/shirts etc.

John Banks and myself travelled down to the rally at Hanbury Hall early on Sunday with no trouble with car or traffic. We did not stay at the hotel as some did, we around 9.30 am, things were already beginning to take shape as some members that stayed did a lot of work on Saturday for which we were very grateful.

Cars started to arrive at 10.00 am and things were looking very good indeed. In all there were five Mayflowers with one member coming from as far as Hull.

The site was good with a lovely view of the house and gardens. The Roadsters and Renowns were there in far greater numbers but they made us very welcome and I would like to send special thanks to Tim Newing from the Roadsters who invited us to join them and did all the organising.

As chairman I am trying to gather a full collection of *Flower Powers* for the club. I am missing numbers 3-20/23/25/26/27/30/32-67/90/145/152 if anyone has them please send them to me or let me know to see if we can get the complete collection for the club.

Regards John (chairman)

Spare Parts Secretary

Dear fellow members,

I am sorry to report that our Spare Parts Secretary — Brian Redshaw — has written to me stating that he wishes to relinquish his post as soon as possible.

Brian has been our Parts Secretary, supplying members with advice and parts, for four years. However, Brian is having to devote more and more time to his and his son's drag car racing in the UK, France and Germany.

This means that he is unable to give the Mayflower Club the time and effort needed. On behalf of the club I wish Brian well with the racing and say thank you from the club. I also hope that Brian continues as a club member and Mayflower owner.

However, this means that we are looking for a new Spare Parts Secretary. A member with a few spare hours a week to be able to locate parts and send them out to members when requested.

Storage for the parts the club holds would be required on their premises or something rented nearby (not so ideal because of the cost involved).

The amount of parts the club holds would approximately fill a large garage (this would obviously have to be confirmed with Brian) and would need to be transported from his home in Darlington.

Any members interested in filling this very important and rewarding office should contact me (John Oaker) urgently for further details.

Sharing our contact details

There was discussion at the recent AGM with regard sharing our names, town of residence and e-mail address with each other to enable us to make contact if we wished to with members living close to us. This will happen in the next *Flower Power*. If however you decide that you do not want your details published please e-mail me to say so.

My introduction to Mayflowers

by David Campbell 1217

MY FIRST INTRODUCTION to the Triumph Mayflower was when I was 17 years old. I had just passed my driving test and my first car was a Rover 2000 P6.

What's that got to do with Mayflowers I hear you ask. Well, when I would visit a friend of mine, his dad would always come and have a good look over my Rover and then tell me all about the Triumph Mayflower that he used to own in the sixties. Looking at his old photos that he would show of his beloved Mayflower I would think to myself — "What an odd looking car".

As the years past and my Rover was eventually sold and I always thought that I would like to buy another classic car one day. When the opportunity arrived I was limited by the small parking space that was available to me.

I looked at a few possibles — Vanden Plas 3 litre, Rover P4 but they were to large for my

parking space. Then I remembered the Mayflower belonging to my friend's dad.

I researched them online and liked what I read about their simplicity in mechanical matters. The prices seemed very reasonable. I decided to join the club and look for a half decent Mayflower to buy.

The first Mayflower I saw was a beautiful metallic grey, fully restored one at an auction in Poole, Dorset. I put in bid which was too low and I lost it. I also lost the next one — a car on a driveway about 10 miles from my home. I went to investigate but on arrival the Mayflower was a Renown! I must admit that I was quite tempted but it was a bit of a mess and maybe too big!

I eventually came across KCJ 919 for sale in Abergavenny in South Wales. At first I thought like Paul Norton — a black London taxi or hearse! I would have preferred a grey one but the colour seemed to grow on me.

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David's newly acquired Mayflower fits in okay

Letters

New venue in Bidford- on-Avon

Hi Nico,

Bidford-on-Avon, a little dwarfed in fame and size by its neighbour Stratford-on-Avon about ten miles down the road. An early May promising weekend and I was alerted to this vintage gathering through my association with the Midland Vehicle Preservation Society and clearly advance booking was requested.

So in eager anticipation I applied at once listing my association with that worthy society and my fleet comprising of my 1935 Austin Lichfield and "Little Nell" my 1953 much travelled Triumph Mayflower.

This was a new venue and venture for me and Little Nell and I was disappointed to be informed that the entry list had been closed. Because it was a new location I appealed asking if they could possibly squeeze in just one more historic classic just for the Sunday only as it was a two day weekend event.

Fortunately from the secretary of the show I was granted a pass which I was quite unable to print off using half a forest of paper to be convinced. So set out armed with a copy of the letter from the show secretary and the run to the village was dry and pleasant enough after deciding Little Nell needed the publicity of a new venue.

So together with my long standing co-driver, photograther, friend and contributor to *Flower Power*, John Banks, off we went on our new adventure. Arriving at the village in good time we could see no signs, no other old vehicles and very few people.

Village location

So we made for the church guessing that perhaps the event took place in that central village location. Calling in at the newsagents we were directed to pass over that narrow bridge across the Avon where we were met with a huge riverside location and big notices proclaiming a Steam Rally.

We were at once ushered through the entrance and directed towards the classic motor cars dodging between the agricultural tractors, steam engines, etc and into this huge area with some lovely vehicles with room enough to double those attending on this day.





Dave's Renown alongside "Little Nell"

When we got around to exploring there were the most diverse and interesting standing displays of various related personal collections of railway and motoring interest. A little short on the catering outlets I felt but we were able to get a bacon buttie rewarding the time and patience it took to deliver, and later in the day we had some very welcome and cheap chips.

Altogether it was a wonderful show and the constant sound of steam traction both huge and very modest added to the background atmosphere. Motor cycles, as well as cars and tractors, made a splendid diverse collection of

interest and I had imagined it to be a very small village affair for the necessity of closing the entrant list.

And yes I was the only Triumph Mayflower but I spotted a Triumph Renown limousine version with the dividing glass partition owned by Dave, also a member of the Midlands Vehicle Preservation Society, who very kindly moved over to allow for our little sister to get in beside him.

I understand that having broken through this barrier I will in future be listed on their website, so roll on next year.

Northern Rally (Ripon)

Sunday, July 30 — by Chad Brown

I AM INVITING you and reminding you of our very own Northern Rally that the late Peter Benfield did so much to build and make a success of and I hope we can continue to have a good representation.

It is Ripon Old Cars presenting their 23rd Classic Car Gathering to be held at Ripon Race Course on Sunday, July 30. All proceeds go to Teenage Cancer Trust and to local charities.

We as usual will have our own One Make Club Stand and hopefully Sue Benfield will be

presenting the winning trophy for best in show. We can have a maximum of 10 cars, which so far has never been exceeded, and we need a minimum of three. So please put the date in your diary and come along and support us in keeping this small club tradition.

Please e-mail me on esperkymba@yahoo.co.uk to request your ticket or just phone or text me on 07785 561535 and I will post them to you direct. I am looking forward once more to a good turn out.

AGM report

Meeting held at the Express Holiday Inn, Tempus Drive, Walsall on Sunday March 19 2017

ATTENDEES: John Castle, 1091; John Oaker, 715; Paul Burgess, 1200; Howard Pryor, 551; Chad Brown, 1139; John Fletcher, 1193; Paul Norton, 462; John Banks, 1179; Rob and Barbara Davies, 1209.

The meeting opened at 2.00 pm with apologies received from Phil Benson, John Gogay and Don Fox.

Minutes of the last meeting:

John Oaker reported that he had begun to compile a list of members' names, e-mail addresses and town of residence. However, having received an objection from one member, this is currently on hold. John's intention is to inform members about the proposed "list" in the next edition of *Flower Power*; instructions will be given for anyone wishing to opt out. The meeting agreed that such a register would be very useful to members of the club. Otherwise, the Minutes were taken as read.

Chairman's Report

John Castle reported: "As some of us know, the Annual Rally at Hatfield House, with the Renowns and Roadsters, went very well. There were about 40 to 50 cars, mainly Roadsters. It went so well that the Rally Secretary agreed to have just one rally this year — altogether — at Hanbury Hall in Warwickshire.

Chad and myself went to the Standard Triumph forum at Lubbingham, as we need to keep in touch with the other clubs from the cars that came out of Canley, or were designed there."

Secretary's Report

John Oaker gave his 24th Secretary's Report: Of the 110 members as at March 19, 2016, 82 members rejoined, six former members have rejoined, there are six honorary members and 16 new members.

Paul Norton has identified that UK membership has increased, but US membership has gone down.

Total number of members for the following years: 1996 152; 1997 167; 1998 151; 1999 144; 2000 151; 2001 144; 2002 150; 2003 144; 2004 131; 2005 142; 2006 148; 2007 141; 2008 139; 2009 139; 2010 145; 2011 134; 2012 124; 2013 124; 2014 100; 2015 117; 2016 110; 2017 110.

Treasurer's Report

Paul Norton began by expressing his thanks to Phil Benson for auditing the accounts. He continued by reporting that the club's finances are currently looking healthy; the increase in membership fees being largely responsible for this.

Worldwide Membership

	2010	2011	2012	2013	2014	2015	2016	2017
UK & Ireland*	105	96	89	88	71	86	78	83
USA & Canada	16	16	11	15	10	11	13	7
Australasia	6	3	6	6	5	7	6	6
Europe	11	10	9	8	7	6	7	8
Japan	1	1	1					
Africa	1	1	1	1	1	1		
Honorary members	6	6	6	5	5	5	6	6
Life President	1	1	1	1	1	1		

* The records for 2017 show 110 members as at today

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Rally report

by John Banks

THIS YEAR'S trip led us to Hanbury Hall, so a number of counties were crossed to reach our destination. It was a privilege to travel in the Chairman's Mayflower, which didn't miss a beat, allowing us to be the first to arrive at the annual rally.

The club gazebo had already been pieced together and safely tied down the previous day, so all that remained was to attach the sides and reinforce the structure to protect us from the strong winds.

As the vehicles of the Roadster and Razor Edge Club arrived, a great line up was created on all areas of grass leading up to Hanbury Hall. A kaleidoscope of colour from all three clubs cars could be seen by visitors to the National Trust attraction.

In total five Triumph Mayflowers attended; Louis Lemaire (KSF 804); Paul Norton (HTH 719); Dave Gibbs (MSK 250); John Castle (ODV 692); and Chad Brown (617 YUA). Their vehicles all stood proudly with the new feather flag fluttering in the breeze, advertising our presence at the event.

A number of other Mayflower club members attended to gain information on restoring their



Paul Norton receiving his cup for "Best in Show" with HTH 719

cars, hopefully in the future their completed projects will visit our national rally as well as others held in other parts of the country.

One of the Renown owners kindly agreed to judge the Mayflower cars on display, while raffle tickets were sold to visitors.

Three awards were presented: Best in Show was won by Paul Norton (HTH 719).

The Distance Prize went to Dave Gibbs (MSK 250) who had travelled from Hull, or as he would say "ull".

The Chairman's Cup went to John Banks, which was a very pleasant and unexpected surprise.



FLOWER POWER

After wishing the members from all three clubs a safe journey home, and thanking Tim Newing for his great organisational skills and fore thought for a faultless gathering of cars, it was time to mobilise all the members to assist in dismantling the stand, and do battle with the very windy conditions.

With another successful rally complete, and after navigating us safely home, the Chairman's



*Dave Gibbs receiving the
"Distance Prize"*



*John Banks receiving the
"Chairman's Cup"*

Cup is now in pride of place, on my shelf as a wonderful reminder of a truly humbling experience and a superb example of how kind and welcoming the Triumph Mayflower Club is.



*More rally pictures on the
back cover*

FLOWER POWER

He then presented the accounts for the past financial year:

2015/16	Receipts	2016/17	2015/16	Payments	2016/17
3877.00	Bank Balance b/f	3569.87	1474.00	Flower Power	1482.00
12.12	Cash Balance	b/f 12.12	49.50	AGM and other meetings	158.00
2143.00	Subscriptions	3088.00	132.43	Officer's expenses/postage etc	
0.00	Regalia Sales	0.00	188.08		
0.00	Rally Receipts	0.00	87.58	Web Site Fees/Renewals	87.58
0.00	Misc	0.00	74.00	Rally expenses	70.98
0.00	Interest	0.00	61.60	Subs FBHVC/Refunds	53.30
0.00	2nd hand spares	149.00	0.00	Misc	64.10
			571.02	Regalia New Stock/Float	0.00
6032.12	Total income	6818.99	2450.13	Club Insurance renewal	573.55
				Total expenditure	2677.59

	Bank	Cash	Total
Opening balance	3569.87	12.12	3581.99
Receipts	3237.00	0.00	3237.00
Payments	2677.59	0.00	2677.59
Closing balance	4129.28	12.12	4141.40

Spares Secretary's Report

Brian Redshaw was not present at the meeting and had not submitted a report.

Regalia Secretary's Report

John Castle reported that sales for the year had raised £158, with £278 being spent on new stock. A stock-list was presented to the meeting; the items valuing £386.

Election of Officers:

The Officers will remain as listed in the most recent edition of *Flower Power* with two exceptions: Russ Hoenig to be asked (by John Oaker) if he would be happy to take on the role of 'Technical Officer' for the US; and Clive Lungmuss to be replaced by Rob Davies as a 'Co-opted Member', Clive having now sold his Mayflower.

Rally matters

Chad Brown confirmed what John Castle had said about the benefits of joining with the Renown and Roadster owners for rallies.

A new flag for use at rallies was also discussed (to indicate the location of the Mayflowers). The current one is too small to be seen in some settings, but more importantly it has to be inserted into the ground (thus rendering it useless on areas of hard-standing).

It was agreed that the price of a 'sail flag' would be investigated. It must, of course, be small enough to be transported in a Mayflower and a price of around £150 was considered acceptable.

Designs were discussed at length and John Castle agreed to take this forward. Chad reminded everyone about the up-coming 'Northern Rally' which will be advertised in the next edition of *Flower Power*. The rally was established by the late Peter Benfield and as such Chad felt it important that as many members as possible attend.

America and spare parts

John Oaker read a letter that he had received from Russ Hoenig (US resident, membership number 1305). Russ had expressed concern about the difficulties US members have in obtaining parts from the club.

Paul Norton confirmed that the insurance situation had not changed and as such the club was still not in a position to send parts to the US.

Chad Brown agreed to ask other clubs at the Forum to ascertain how they get around this problem.

Website:

This was discussed at length, mainly because there has been no progress since the previous AGM. John Oaker reported that he had had very little contact from Nico Ten Wolde throughout the year.

The Treasurer, Paul Norton, confirmed that he pays Nico £13 per year for the site's domain name. Options were discussed, in case Nico has decided that his other commitments leave him with insufficient time to continue with the role. Rob Davies said he would talk to his son about possibly developing a new website.

Paul Burgess expressed an interest in overseeing the inputting of information to the site, possibly with one or two others, once its format has been established.

Suggestions were invited for what people would like to see included on the new site. A members' 'forum' was proposed, but whilst this is a possibility Howard Pryor pointed out the need for a 'moderator'.

John Oaker reminded the attendees that *Flower Power* is published by John Gogay, although Nico is still editor. He also said that he would contact Nico again to ask how he wants to proceed.

Regalia funding

John Castle mentioned that grille badges and binders were running low but that re-ordering would be expensive because of set-up costs of around £200.

Polo shirts were also discussed and it was agreed that John would investigate the cost of having the logo altered slightly to include the words 'Triumph' and 'Club' above and below the existing Mayflower logo.

To boost regalia sales, it was suggested, and agreed, that an advert could be placed in *Flower Power*, so that members would be made aware of what was available (thus, hopefully, boosting regalia sales).

Rules of the club

John Oaker reminded the meeting that the club's number one aim is to keep Mayflowers on the road. The club's rules as they stand are very out of date with no reference to the internet. John invited the attendees to read the rules and send him their comments.

He would also make enquiries about the legal requirements. It was also suggested that the forum could be a useful opportunity for discussing this with other clubs.

Any other business

John Oaker to contact Brian Redshaw to check that he is happy to continue as Spares Secretary. He would also ask him to provide a financial summary. Howard Pryor suggested he ask John Gogay for his input, as he had undertaken that role for many years.

The issue of the availability of parts on the internet has probably shifted the focus away from the Club as the main supplier. 'Spares sharing' with other clubs was also mooted as a possibility, and this would be raised at the next Forum.

An assortment of rubber items (seals, etc.) have come into the Club's possession; Rob Davies took these temporarily for comparison purposes.

The meeting closed at 5.00 pm.

Letters

Herald engine wanted

Dear Club member,

Could anyone please help me to find a Triumph Herald engine with its gearbox?

It is not possible to find a Mayflower engine where I live. My mechanic is suggesting putting a Herald engine in as a solution.

*Thank you for helping
Prof. Dr D.J.M. Soulas-de Russel
Desperate club member*

Dear Dominique

I regret that I cannot provide you with a Herald engine but you will find that the 1296 cc engine fitted to the rear-wheel drive Triumph Toledo 1300 has the same external dimensions and can be fitted within the Mayflower engine bay.

My Mayflower has a Toledo engine but still has the Mayflower gearbox. Some modification was necessary to try to match the two components. As this was done 30 years ago and by my garage, I cannot recall exactly what was involved.

The operation of the clutch has never been satisfactory, so maybe it could have been done better. One problem that I do remember is that the exhaust manifold was on the opposite side to the original, so a rather complicated modification to the exhaust front pipe was necessary. If the Herald engine has the manifold on the same side, that will be a better choice.

Other club members have installed the 1300 engine, with or without the Mayflower gearbox, and I remember articles in past editions of *Flower Power*. If any of them are still members, maybe they can help.

*Regards
Peter Burdge (member No 20)*

Bank Holiday delight

by John Banks, 1179

WITH THE SUN glinting through the curtains, it was time to get organised for another vintage car journey. Camera and sun glasses to hand, wearing full Mayflower regalia, I was now ready to depart.

After coaxing Little Nell into life, we set off to our rendezvous point, to meet up for a convoy of Mayflowers to the British Motor Museum at Gaydon.

As we travelled through the countryside a timely arrival was achieved and the organisers instructed us to park up together.



On the horizon a recognisable razor-edge look could be seen, another Mayflower was on its way. After all manoeuvres were complete, the wonderful line up of vehicles glimmered in the sunshine.

All three different coloured Mayflowers looked superb and gathered interest from show visitors. The Honda Insight hybrid cars were next to the Mayflowers, creating a fascinating modern and classic scene.





After enjoying looking at all the various makes and models, as well as a collection of army vehicles, a visit inside the Museum was needed.

A mesmerising myriad of cars could be seen, with racing and movie cars on display, a truly priceless collection. A pleasant surprise for the

eagle eyed visitor, amongst all the exhibits, was another Mayflower on view, making a total of four to be spotted.

After enjoying all the facilities and refreshments, it was time to journey home and safely put Little Nell away, ready for another classic adventure in the future.

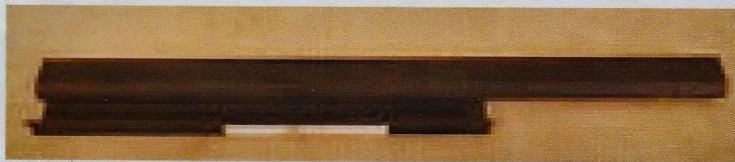
Letters

Mayflower window regulator channel

Hi Nico,

Well today I solved the problem of my Mayflower's window regulator channel being rusted beyond repair and I'd like to share this.

I tried to find a replacement but unable to do so I got hold of one for a Mini (see picture).



I managed to save the original rubber so that was a plus, I removed all the door furniture and run some fine coated wire down the outside of the window and back up and tied it loosely to stop the glass dropping, unwound the window winding mechanism and slid the new channel into place.

Then put in the old rubber and untied the wire, lowered the glass into place but then I had to remove it all as the channel did not hold the glass and it came out.

So with the new channel removed I laid it on a hard surface and then gently hit the channel with a hammer closing the gap by 2-3mm, then replaced the rubber and refitted it.

This now works great, the only thing to add is that the channel is 2-4 inches shorter than the

original and the channel the wheel travels along is longer so you need to ensure that you have sited the new channel so

that it will remain in place and not run off thus causing the glass to drop.

The window works really well and looking once the glass is closed /open you would never know that it's not the right channel, it does the job.

Hope this might help anyone in the same boat please ask any questions, I will answer if I can.

Regards Dave Gibbs

Letters**Back in 1967**

Dear Nico,

A beautiful sunny and warm June day in 1967 greeted visitors to the Borough at Hinckley in Leicestershire. The increased number of people to the town was due to it being carnival day and by about 4.30 pm the procession was over and the British Road Services lorry was returned back to its usual duties.

The wonderful array of cars and commercial vehicles on show, 'new' at the time, would now be referred to as 'classic'. The star of the show must be the Mayflower parked outside Sketchley Cleaners.

The view was photographed from the balcony of what is now the Nationwide Building Society, the lamp post has now gone, but the buildings remain virtually the same, 50 years later.

In recent years, every September, this spectacular scene is recreated at the Hinckley Classic Motorshow.

From
John Banks
(Member 1179)



TRIUMPH MAYFLOWER CLUB REGALIA & MANUALS

MUGS	£5.00
T SHIRTS	£10.00
POLO SHIRTS	£15.00
SWEAT SHIRTS	£22.00
PEN	£3.00
BINDERS	£6.00
CAPS	£8.00
MOUSE MATS	£5.00
WOVEN BADGE	£3.00
KEY FOBS	£3.00
STICKERS	£1.00
LAPEL BADGE	£3.00
SERVICE MANUAL (only 3)	£35.00

Available from:

John Castle 01455 613041 or
john_castle@btinternet.com

Letters

A lady called Barbs

Dear Nico,

A family got in touch with me about treating Barbs on her birthday with a drive in a Triumph Mayflower from a pub called "The Swan With Two Necks" which is near Rugeley in Staffordshire to her home in Tamworth as a nice surprise.

She had taken her driving lessons in a Mayflower some 60 years earlier.

When I arrived at the pub and went inside to meet them there was a table full of women and there was Barbs hoping that I was a "stripper gram"!!!

I told her that the only thing that I was going to show her was my Mayflower which she liked very much as it brought back a lot of memories (she did not get to drive though).

We drove back to Barbs' house about 20 miles of trouble-free motoring and had a cup of tea and a chat. A nice day out to have in your 80s.

Regards
John Castle, Chairman



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The car was solid but a little rough around the edges. I would have usual areas to deal with: rust under the rear window; underseal the underneath; clean and refit the headlining and refit the carpets, which appeared to have been thrown in. The car had been resprayed but not very well. A lot of T-cut and elbow grease were used up trying to produce a shine.

The front seats were quite worn and the passenger one needed repairing. After about 10 tins of brown shoe polish the seats and the interior look very presentable.

Cracked and deteriorating dashboard knobs were restored using a product called "Fingerseal" then painted with Plasticoat cream paint, after eight coats they look quite presentable. Door badges were missing and replacements couldn't be found so using letters from a local craft shop I made sum up.

With the finishing line in the distance the head gasket blew. After spending over £300

and waiting a month for the repairs to be completed it started to leak from the back of the head as I was leaving the garage. A quick retorquing sorted it.

I managed to drive home but the car then wouldn't start. A starter motor issue followed by a compression one which was followed by a phone call to the garage. There advice was — a new head!

With the help of my retired father-in-law I decided to investigate this myself. We discovered that the garage had not bothered to undo the nuts from the head studs and had just screwed them in as they had come out.

Taking into account that the head had been skimmed by about 1 mm it was not surprising that it was still blowing. So, giving everything a good clean and reassembling everything properly, I hopefully will have no more problems and finally get to enjoy my Mayflower.



PARTS FOR SALE

(Having now decided not to get another Mayflower everything must go)

NEW

<i>Part No.</i>	<i>Part Description</i>	<i>Quantity available</i>	<i>Price each</i>
200203	Fan Belt	1	5.00
600661	Door Badge	2	10.00
100529	Fuel Pump Gasket	10	1.00
58036	Wiper Switch	1	3.00
47259	Rear Spring Rubber Bush Y145	8	1.00
100751	Front Coil Spring Rubber Bush	4	3.00
200327	Ignition Coil	1	8.00
	Sealed Beam Headlamp Unit	1	5.00
100870	Wheel Nut	16	2.00
409613	Contact Plate	1	10.00
57470	Contact Set	2	5.00
57469	Rotor Arm	1	3.00
102228	Front Wishbone Bush	8	1.00
	Rear Brake Rubber Boot	2	2.50
100876	Thermostat	2	4.00
	Starter Solonoid	1	8.00
101215	Piston set +0.60	1	100.00
600632	Boot Locking Handle	1	15.00
600627	Boot Handle (non-locking)	1	10.00
700520	Door Handle (locking)	1	18.00
	Petrol Cap (locking)	1	15.00
600824	Window Handle	1	8.00
600826	Door Handle Escutcheon	4	4.00
104297	Ignition Dash Knob	1	25.00
	Lower Front Wing Repair Patch, set	1	20.00
	Brake Servo Conversion Kit	1	20.00
800188	Radiator Grille, right hand	1	25.00



SECONDHAND

200344	Air Filter Assembly and Brackett	1	5.00
200900	Petrol Gauge Sender Unit	2	5.00
101678	Top Hose Fitting Unit	2	5.00
600661	Door Badge	1	5.00
200244	Hub Cap (no dents, good condition)	6	8.00
300389	Steering Wheel (good conditon)	2	25.00
800074	Rad Surround (gd con, no dents, need plating)	25.00	
800149/88	Radiator Grilles (ex cond, ready for plating)	15.00	

BOOKS

500833	Body and Underframe Repair Manual (original)	12.00
	Workshop Manual (looseleaf original, fair cond)	20.00
	Door Locks Booklet (original, good condition)	10.00
	Spare Parts Catalogue (orig, 2 good, 1 rough)	12.00
	Spare Parts Catalogue (club reprint, new)	10.00

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